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In the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

1.-21. (Cancelled).

22. (Previously Presented) A method for providing close range detection of rear surfaces of a truck characterized by a primary reflective surface defined by a truck body component and a secondary reflective surface defined by an undercarriage of said truck offset forwardly of said primary reflective surface by a predetermined dimension, said method comprising the steps of:

periodically measuring range from a trailing motor vehicle to a rear surface of a target truck;

periodically measuring a range rate between the motor vehicle and the target truck;

determining when the sensed range between successive measurements reflects an increase in spacing between the motor vehicle and target truck and, simultaneously, the sensed range rate between said successive measurements reflects continued closure between the motor vehicle and target truck; and

adjusting the most recently measured range value by adding a range adjustment factor substantially equaling the predetermined offset: wherein the adjusted range is utilized to control operation of the motor vehicle.

23. (New) A method for providing close range truck detection for a motor vehicle, comprising the steps of:

measuring an initial range from a motor vehicle to a target located in front of said motor vehicle;

measuring a range rate between the motor vehicle and the target;

subsequently measuring a current range from the motor vehicle to the target;

determining whether the difference between the initial range to the target and the current range to the target indicate an apparent increase in the distance between the motor vehicle and the target, while the range rate indicates that the distance between the motor

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vehicle and the target is decreasing; and

providing a downwardly stepped range adjustment when the initial range to the target and the current range to the target indicate an apparent increase in the distance between the motor vehicle and the target, while the range rate indicates that the distance between the motor vehicle and the target is decreasing, wherein the adjusted range is utilized to control operation of the motor vehicle.

24. (New) The method of claim 23, in which the downwardly stepped range adjustment is about 5 meters.

25. (New) The method of claim 23, wherein the downwardly stepped range adjustment is only made when the current range is less than about 20 meters.

26. (New) The method of claim 1, wherein the operation of the motor vehicle is controlled by initiating deceleration by a throttle subsystem of the motor vehicle.

27. (New) The method of claim 26, wherein the operation of the motor vehicle is also controlled by initiating braking by a brake subsystem of the motor vehicle.

28. (New) An automotive system for providing close range truck detection for a motor vehicle comprising:

- a process;

- a range sensor coupled to the processor; and

- a memory subsystem coupled to the processor, the memory subsystem storing code that when executed by the processor instructs the processor to perform the steps of:

- measuring an initial range from a motor vehicle to a target located in front of said motor vehicle;

- measuring a range rate between the motor vehicle and the target;

- subsequently measuring a current range from the motor vehicle to the target;

- determining whether the difference between the initial range to the target and the

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current range to the target indicate an apparent increase in the distance between the motor vehicle and the target, while the range rate indicates that the distance between the motor vehicle and the target is decreasing; and

providing a downwardly stepped range adjustment when the difference between the initial range to the target and the current range to the target indicate an apparent increase in the distance between the motor vehicle and the target, while the range rate indicates that the distance between the motor vehicle and the target is decreasing, wherein the adjusted range is utilized to control operation of the motor vehicle.

29. (New) The automotive system of claim 28, in which the downwardly stepped range adjustment is about 5 meters.

30. (New) The automotive system of claim 9, wherein the downwardly stepped range adjustment is only made when the current range is less than about 20 meters.

31. (New) The automotive system of claim 9, wherein the operation of the motor vehicle is controlled by initiating deceleration by a throttle subsystem of the motor vehicle.

32. (New) The automotive system of claim 31, wherein the operation of the motor vehicle is also controlled by initiating braking by a brake subsystem of the motor vehicle.